

PRESIDENT AT MONTAUK

LEFT NEW YORK FOR CAMP WIKOFF LAST NIGHT

Was Accompanied by Vice President Hobart and Others and Will Be Joined by Secretary of War Alger in an Unofficial Inspection of the Camp at Montauk Point—President's Unexpected Meeting.

NEW YORK, Sept. 2.—President McKinley and his party left the city at 10:15 tonight for Camp Wikoff. With the president were Vice President Hobart, Col. Myron T. Herrick, of Cleveland; Maj. Webb C. Hayes, J. Addison Porter, secretary to the president; Assistant Secretary Cortelyou and William McKinley Barber, the president's nephew.

Mrs. McKinley and Mrs. Hobart, who did not go to Camp Wikoff, will leave for Paterson tomorrow.

While on his way to the Fifth avenue hotel, this afternoon, the carriage containing President McKinley, met a detail of the Seventy-first New York regiment, escorting the remains of Corporals Sheid and Immen, who were killed in the charge of San Juan hill, to the cemetery. The president and his party removed their hats. The president's head was lowered and he seemed to be deeply affected by the spectacle. The president's carriage followed the funeral cortege a couple of blocks down Fifth avenue below Twenty-third street, and then returned to the hotel.

President McKinley was on the balcony of the Fifth avenue hotel when the naval reserves from the Yankee passed. He jumped to his feet and clapped his hands, and when the tars presented arms, bowed in answer to their salute.

WASHINGTON, Sept. 2.—Secretary Alger, accompanied by Mrs. Alger, Commissary General Egan and Senator Proctor, left Washington this evening for Jersey City. At that point the party will be transported to Brooklyn. A special train will be in waiting there with accommodations for President and Mrs. McKinley and Secretary Alger's party, and this train will start at the present hour during the night to arrive at Camp Wikoff early tomorrow morning. Secretary Gage was to be of Secretary Alger's party, but decided at the last moment to remain in Washington.

FOOD LEFT TO ROT.

Stored Away in the Hold of a Transport and Forgotten.

NEW YORK, Sept. 2.—At the beginning of the war the steamship La Grande Duchesse was chartered as a government transport from the Plant steamship line. She took on troops at Port Tampa, and was one of the fleet that carried Shafter's army to Cuba. Some time before she sailed she also took on a large quantity of subsistence stores.

Since then the vessel has been constantly in the government service. A few days ago she arrived at Montauk Point with troops from Santiago. Later she reported for orders at this port to Col. Amos S. Kimball, deputy quartermaster general. As the government had no further use for her, Col. Kimball was ordered to return the ship to her owners. By the terms of the charter she was to be discharged from the service at Savannah. The captain was ordered, therefore, to take her to that port. On Saturday the captain walked into the office of Maj. Summerhayes, quartermaster, U. S. A., one of Col. Kimball's assistants, and is reported to have remarked:

"I am ready to sail, but I thought I'd tell you that there's a lot of provisions on board my ship belonging to the government. Perhaps the government would like to take them off."

It was reported that about 1,000 tons of all kinds of subsistence stores were stowed away in her hold. There were hard bread and bacon, canned meats, canned vegetables and what not that should have been retired on a pension a long time ago.

After looking over the stuff, a board of survey took the affidavit of the captain, in which the time and place of loading the stores were given, as well as the name of the officer to whom they were consigned and the port of consignment. The board will conclude its investigation and make report. Until then no official statement about the inquiry can be obtained. It was learned, however, that the captain of the steamer stated in his affidavit that the stores had been aboard the ship for about four months.

MONTAUK HEALTH REPORT.

More Than Fifteen Hundred Soldiers Are Sick at Camp Wikoff.

CAMP WIKOFF, Montauk Point, Sept. 2.—The deaths in the general hospital today were: Edwin Eugene Casey, troop clerk, rough riders; Abraham Robertson, Company D, Fourth regiment infantry; Frank Hagerman, Company F, Eighth Ohio; Hubbard White, Company M, Seventy-first New York; Daniel F. Conover, Company E, Ninth Massachusetts; Ira Leibold, Company F, Twelfth infantry; William A. Shaker, Company D, First Illinois; Clark Frazier, Company D, Eighth regiment; H. C. Eaton, Company F, First Illinois; Isaac Hottle, Company D, Seventh infantry.

In the detention hospital: Charles

TODAY'S BULLETIN.

- 1—President Going to Montauk. Decision Against C. P. R. Banker Todd's History. Eugene Two Regiments Coming Home.

- 2—Today's Congressional Convention. Taxes on Real Estate. Dewey Night at Peace Jubilee.

ST. PAUL ROADS WIN

INTERSTATE COMMERCE COMMISSION FILES A DECISION

Canadian Pacific Is Not Entitled to the Differential Contended for—Six Months' War in Passenger Rates Between American and Canadian Lines Settled in Favor of the Former.

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The case is one of the most important that has been before the commission for a long time, the American railroad lines and the Canadian Pacific having been engaged six months or more in a war in passenger tariffs between the East and the West. Investigation was had in Chicago on Aug. 1, 1898, and the decision now rendered is based upon the facts then disclosed. The decision says:

The first agreement for a differential in favor of the Canadian Pacific was in 1888, when the Transcontinental association was formed. The Great Northern, the American continental line in 1883, made large reductions in passenger rate from St. Paul to the Pacific coast, and it subsequently agreed to give the Canadian Pacific an all-rail route from Seattle to Portland, in return for which the Canadian Pacific differentials through St. Paul were waived and the Great Northern obtained train service to Vancouver. The differentials were, however, abolished on the Chicago differential basis until after the United States supreme court decided the trans-Missouri freight case in 1892.

The Klondike travel soon after assumed considerable volume, and the Canadian Pacific found, upon inquiry, that tickets were being sold by the American lines from \$10 to \$15 less than their tariff rates, the competition being made through increased commissions allowed to the American lines. The Canadian Pacific had also cut the rates, but insisted that this was not material to this investigation, in which the differential is the real matter at issue.

The passenger tariff war involved in this dispute also applies through St. Paul and other localities and points on the Pacific coast which rose from the refusal of the American lines to longer continue allowing the Canadian Pacific to operate on the coast which fares from the East to Pacific coast points by that route were less than those by the American lines by \$7.50 on first-class and \$5 on second-class business. Very large reductions in rates were made during the contest. The Canadian Pacific reduced the first-class fare from Boston to Seattle, first from \$77.50 to \$40, and then, on March 10 last, to \$35. This was after the commission had suspended the long and short-haul clause to enable the Canadian Pacific to meet the rates made by the Canadian Pacific. This order was to expire on June 30, but on June 22 the suspension was extended by the commission until Jan. 1, 1899, and about the time this was done the present inquiry was instituted.

ARBITRATION OFFERED. The Canadian Pacific offered to arbitrate the differential question, provided the old rates should first be restored, but this was during the heavy Klondike business, and the American lines refused. Subsequently it made this offer without any condition, and the American roads accepted the offer, with the exception of the Great Northern. The other American lines afterward came around to the Great Northern view.

The commission is unable to find in the testimony anything that would justify the conduct of the Canadian Pacific in this matter. It says there may be reasons why this particular differential ought never to have been granted, but adds that the company simply claimed the right to it. The lines claimed and what many were enjoying. Whatever induced it to openly reduce its rates, the Great Northern and Northern Pacific, its chief competitors, had cut their rates in violation of the law, and thereby not only abolished the differential, but took a substantial differential for themselves. If the American lines deemed the differential unwarranted, they should have diminished a rate accordingly. Neither does the commission see anything radically wrong in the present attitude of the question. Its proposition for arbitration was not unfair. On the other hand, the commission declines any intention to criticize the Great Northern for refusing to arbitrate. The view of the aid granted to the American roads by suspension of the long and short-haul clause and the request for its continuance, the commission finds it necessary to determine whether in rate charge less than an American road might so far towards destroying the benefits of competition. Whether or not Canadian roads should be allowed to participate at all in the carrying trade of the United States is a much broader and altogether a different question. Under acts of congress they are now admitted to such participation, and whether it is wise or otherwise is for the consideration of congress and the treaty-making power, and it is pointed out that this is one of the subjects for the Anglo-American high joint commission now in session at Quebec.

QUESTIONS OF FACT. Passing to the question of fact whether at the present time the Canadian Pacific ought to have a differential on the business involved, the commission holds that the distance between New York and San Francisco, by the Canadian Pacific, is about 4,000 miles as against 3,000 by the direct American routes; that the Canadian Pacific does not seem to have any business with the passenger traffic between those points and that a differential should be denied on that ground. But the Canadian Pacific does not seriously contend for a concession on San Francisco business, and its real claim is that a differential should be applied to Portland and points north on the Pacific coast and upon the Atlantic coast to Eastern Canada, New England and the state of New York. Between these sections the Canadian Pacific is a natural and feasible route and should be treated as a competing line. The time and distance by various routes are compared and the claim of the Canadian Pacific held that it ought to have a differential on account of the longer time consumed is found to be of the manner in which several thousand bonds were subscribed for in New York city.

DEATHS FROM DISEASE.

They Outnumber Loss of Life in Battle Four to One.

CHICAGO, Sept. 2.—The Tribune says: While 350 officers and men have been killed in battle or have died of wounds received during the war, there have died of disease in camps some where between 1,300 and 2,000 volunteers and regulars. After over a week of effort, it has been possible to secure the names of 1,281 who answered their country's call for men to fight, only to die in fever-stricken camps, on transports, or, perhaps, at home, after contracting the dread malady at one of the camps.

There is no doubt about the 1,281 whose names have been secured. Neither is there much doubt that there are hundreds dead whose names could not be secured on account of lack of records and the inability or unwillingness of army officers to furnish lists of the dead.

Typhoid, malaria, yellow fever, dysentery and other diseases have carried off nearly twenty a day, and the average is increasing.

Camp Thomas, the worst pesthole of all—hardly excepting Santiago—leads the list with 352 deaths since the camp was established in the latter part of April. The manner of securing names at this camp made it impossible to get the diagnosis in each case, but this information was had in enough instances to show the claim that 75 per cent of the deaths there is due to typhoid is not an exaggeration.

At Camp Alger the names were secured of only seventy-five, while it is officially admitted 100 have died at the camp and in adjacent hospitals, and many have left on furloughs to die at home after contracting disease at the camp.

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In the regular army there have been 290 deaths from disease. In the volunteers, Massachusetts heads the list with a loss of 130, Illinois with 100 comes next, and New York with 85 is third. Losses for Northwestern states are as follows:

Table with 2 columns: State, Deaths. Includes Montana (18), Wisconsin (46), Iowa (46), South Dakota (7).

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It seems a horrible thing to say it, but nevertheless, viewed from the standpoint of a physician and a hygienist it would seem most unwise to line the soldiers at Montauk Point up and shoot at them, or to subject them to the most grave danger that can be met with on the battlefield, than to give them such water to drink as these two ponds which they are being supplied contain. The hand of fate is on Camp Wikoff. What is coming must be plainly seen. Nature's immutable laws are working to effect the deaths of hundreds, perhaps thousands, of men to whom the American people are indebted for upholding the nation's honor.

The only possible way in which this terrible calamity can be avoided is by removing the men from Camp Wikoff, and removing them at once.

THREE FROM THIRD. Among the Sick Brought to New York From Montauk Point.

NEW YORK, Sept. 2.—Three men of the Third regiment are included among those brought from Montauk Point to New York hospitals. They are: Edward Johnson, St. Paul, Minn., private Company F, Roosevelt hospital. Hans Niska, corporal, Company E, St. Francis' hospital. John Hansen, private, Company H, St. Francis' hospital.

PREPARED FOR TROUBLE.

Battery B, I. N. G., Ready to March to Panama.

SPRINGFIELD, Ill., Sept. 2.—Battery B, Illinois national guard, left Galesburg tonight for this city, with their two Gatling guns. They will go into camp here and will be ready to proceed to Panama on short notice. All is quiet there tonight.

WILL NOT BE PROSECUTED.

But Bogus Bond Bidders Will Not Get the Securities.

WASHINGTON, Sept. 2.—It was announced at the treasury department today, that there would be no prosecutions as the outcome of the recent investigation of the manner in which several thousand bonds were subscribed for in New York city.

HIS WIFE A ST. PAUL GIRL

M. R. TODD, THE PRESTON BANKER, MARRIED HERE

As a Dentist in the Early '70's, He Wooded and Won Emma Greenleaf, the Daughter of the Pioneer Jeweler—It Is Said the Preston Bank Started From the Greenleaf Estate.

M. R. Todd, whose system of finance has jarred Fillmore county to its financial center, laid the foundation of his fortunes in St. Paul twenty-two years ago.

Old-time St. Paulites will remember De Witt C. Greenleaf, who for many years had a jewelry store at 115 East Third street. Mr. Greenleaf came to St. Paul in the fifties from New York and went into the jewelry business at once. He amassed a competency by his business and investments in real estate. In the Centennial year he went to Philadelphia, and shortly after his return to St. Paul was taken ill and died. He left a widow and

daughter, and an estate of about \$40,000. It has been estimated higher than that, but P. F. Egan, who was in the employ of Mr. Greenleaf for many years and who succeeded to his business, said last night that he thought there was about \$40,000 left. That \$40,000 of Jeweler Greenleaf's money is what started the Fillmore county bank, and now, it seems, there is none of it left.

Mr. Egan does not clearly remember the coming to St. Paul of young Todd. The latter is the son of Irving Todd, for many years the postmaster of Hastings. Mr. Egan said he thought Todd arrived in St. Paul about 1880. At that time Mr. Egan was running the business that Greenleaf had left.

Mr. Egan said that he and his wife, Emma, were living in the house now occupied by M. C. Tuttle, on Fourth street, just above Washington. Emma Greenleaf was then in her young womanhood. She had met with an accident when a child and had never fully recovered from the effect of it. She had been delicately reared, and Mr. Greenleaf had great plans of a future for her.

"I was, therefore, very much surprised," said Mr. Egan, "to hear that she was about to marry a traveling dentist, for that was the business young Todd was following when he came here first. I never knew much about Todd except that he was Irving Todd's son and had been going about the country as a dentist. I don't remember whether they were married in St. Paul or not, but I remember that just after the wedding Mrs. Greenleaf, Todd and Emma went away to Florida to see a brother of Mr. Greenleaf's. After that I lost sight of them to some extent, though I have seen them since at Preston once or twice."

Mr. Egan said that the old man left Emma got \$25,000 and Mrs. Greenleaf got the rest. I don't believe that they ever lived in St. Paul after the wedding, though they have been here at times. Mrs. Davis, who lives out at Hamline, was a sister of Mr. Greenleaf's, and Frank Fairchild was a nephew to the old man.

"I understood that the bank at Preston was started on the money of Mrs. Greenleaf, but it is not easy to remember distinctly after all these years, and after all, it was only rumor that reached me. I do not know that young Todd had anything when he married the girl."

Mr. Egan continued the Greenleaf business on Third street until the exodus from that thoroughfare, but is now on Seventh street. He said that he occasionally saw Todd for some years, but never saw Clements, who was formerly Todd's partner.

MILLIONS MISSING.

Desperate Search for the Fortune of a Mount Vernon Man.

MOUNT VERNON, N. Y., Sept. 2.—The family of the late William H. Ferris is engaged in a desperate search for his missing fortune. Mr. Ferris, who has always been reputed to be wealthy, left a curious will. The document refers to a paper which states: "When read will lead to the discovery of everything."

The family has hunted through the house for this paper in vain. They fear that without it they may not find the government bonds and stocks mentioned in the will.

The amount of Mr. Ferris' fortune is not known. He was born in Barrytown, near Washington Irving, "Sleepy Hollow." Mr. Ferris knew the author. His love of history led him to an adventurous life in his youth. At the age of seventeen he ran away from home and shipped on the warship "Sloop," which was commanded by Admiral Porter, was engaged in breaking up slave trading and piracy about the West Indies.

Perris left the navy after four years' service, came to New York, and married Miss Rebecca Rice. Up to this time he had never worn an overcoat, but on his wedding day he purchased a beaver-skin coat. It was stolen on the bridal journey, and he then vowed that he would never wear another overcoat. He kept his word, and apparently never suffered from cold weather. If Mr. Ferris had business to transact in New York he walked from Mount Vernon and back again.

Mrs. Bisland, Mr. Ferris' daughter, said last night: "Father was known to be worth \$1,000,000, though he never told anyone how his money was invested. Where the riches are is a mystery which we hope that the paper mentioned in the will will solve."

READY TO ACT.

Should Yellow Fever Spread Trains Will Carry People North.

JACKSON, Miss., Sept. 2.—The board of health has received a telegram from Inspector

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